

# BookletChart™

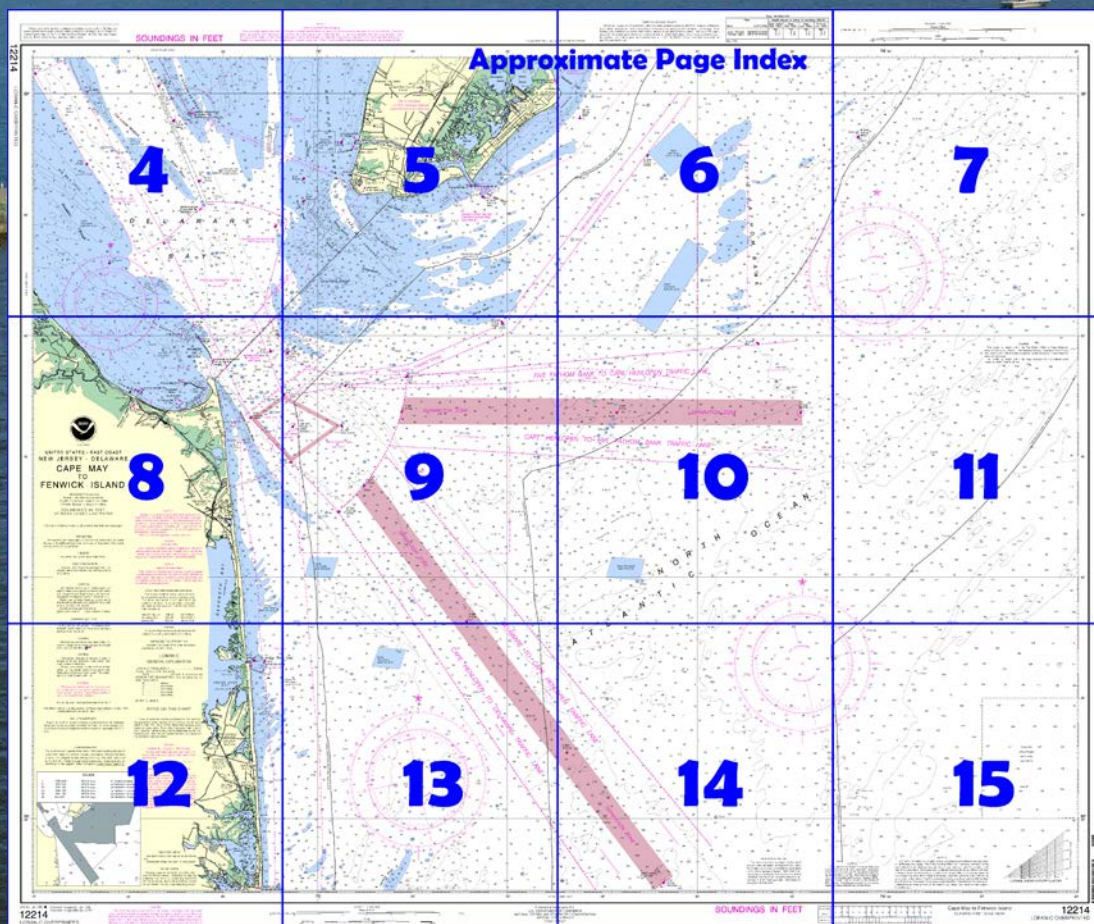
## Cape May to Fenwick Island NOAA Chart 12214



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12214>



#### (Selected Excerpts from Coast Pilot)

**Delaware Bay** and Delaware River form the boundary between the State of New Jersey on the east and the States of Delaware and Pennsylvania on the west. The bay is an expansion of the lower part of Delaware River; the arbitrary dividing line, 42 miles above the Delaware Capes, extends from Liston Point, Del., to Hope Creek, N.J. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Cape May on the northeast and Cape Henlopen

on the southwest. Vessels with drafts less than 33 feet can enter Delaware River from Chesapeake Bay through the Chesapeake and Delaware Canal 7.

**Cape May** is the extensive peninsula on the northeast side of the entrance to Delaware Bay. **Cape May Light** (38°55'59"N., 74°57'37"W.), 165 feet above the water, is shown from a white tower with a red cupola and two white dwellings nearby on Cape May Point. The shoals off Cape May are mixed clay and sand and have the consistency of hardpan; the ridges run in approximately the same directions as the currents. **Cape May Channel**, 1 mile southwest of the cape, is an unmarked passage between shoals, with depths from 2 to 4 feet on either side. The channel is seldom used, and then only by fishing vessels and pleasure craft; local knowledge is required for safe passage. The channels have strong currents, and many tide rips form near **Prissy Wicks Shoal**, which has depths as little as 2 feet about 2 miles south of Cape May Light. In Cape May Channel, the current velocity is 1.5 knots on the flood and 2.3 knots on the ebb.

**Vessel Draft Inbound.**—1. Vessels less than 32'-06" FW may transit on any stage of the tide or current.

2. Vessels 32'-06" FW or greater up to 35'-00" FW in draft should arrive in Philadelphia harbor no later than 9 hours and 15 minutes, or earlier than 5 hours and 45 minutes from slack flood current at Cape Henlopen.

3. Vessels 35'-01" FW or greater up to 38'-06" FW in draft should arrive in Philadelphia harbor no later than 8 hours and 15 minutes, or earlier than 5 hours and 45 minutes from slack flood current at Cape Henlopen.

4. Vessels 32'-06" FW or greater up to 38'-06" FW in draft shall avoid meeting outbound shipping traffic above the Delair Railroad Bridge.

**North Atlantic Right Whales.**—Endangered North Atlantic right whales may occur within 30 miles of the Delaware coast in the approaches to Delaware Bay and ports of Philadelphia (peak season: Nov. through Apr., although right whales have been sighted in the area year-round). (See **North Atlantic Right Whales**, indexed in chapter 3, for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around Delaware Bay between November 1 and April 30. The area is defined as waters within a 20-nm radius of 38°52'27.4"N., 75°01'32.1"W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

**Anchorage.**—In 1993, the NOAA ship WHITING reported vessels waiting offshore before taking on pilots and proceeding into Delaware Bay often anchor in the area between the Eastern Directed Traffic Area and Southeastern Directed Traffic Area. The area has a mostly sand bottom and offers good holding ground in depths of 31 to over 100 feet. Deep-draft vessels sometimes anchor in various places along the dredged channel through the lower bay, but usually continue to more sheltered areas in the upper bay and river. General, explosives, quarantine, and naval anchorages are in Delaware Bay and Delaware River. (See **110.1 and 110.157**, chapter 2, for limits and regulations.) Mariners are warned that submarine cables are in the north corner of the anchorage on the northeast side of New Castle Range. Furthermore, submerged pipelines are in the southwest part of the anchorage on the southeast side of Marcus Hook Range and in the middle of the anchorage southeast of Mifflin Range.

In December 1983, shoaling to 34 feet was reported in the northeast corner of the anchorage off Mispillion River in about 39°01'12"N., 75°13'42"W.

In bad weather, tows and small craft sometime anchor behind the breakwaters north and west of Cape Henlopen.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



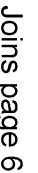
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



## TRAFFIC SEPARATION SCHEME

Formerly C&GS 1219, 1st Ed., Aug. 1912 G-1948-7



# 5

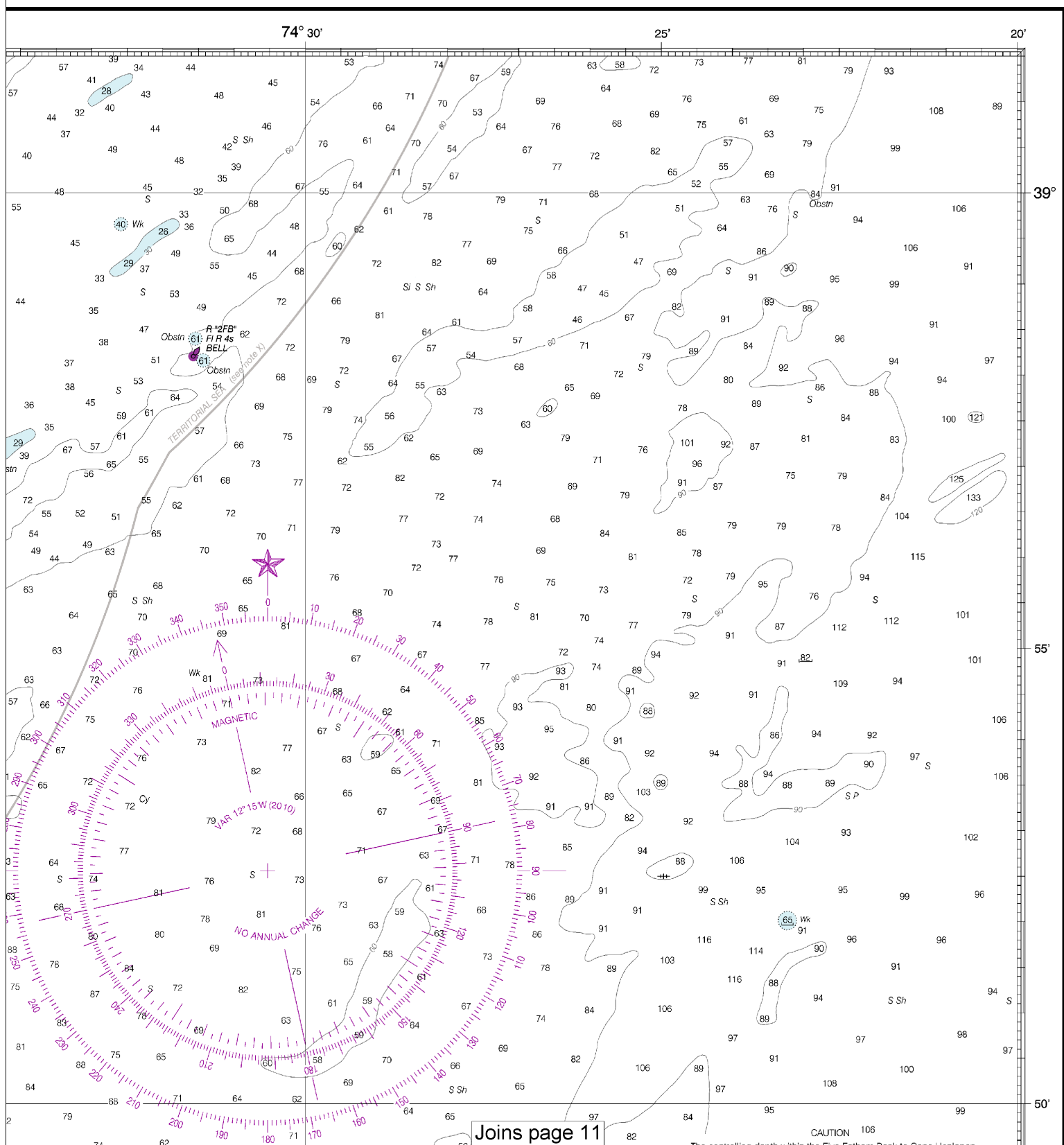
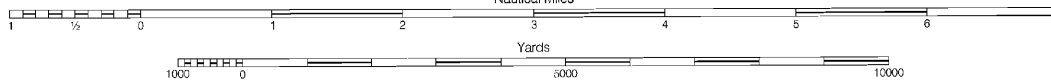


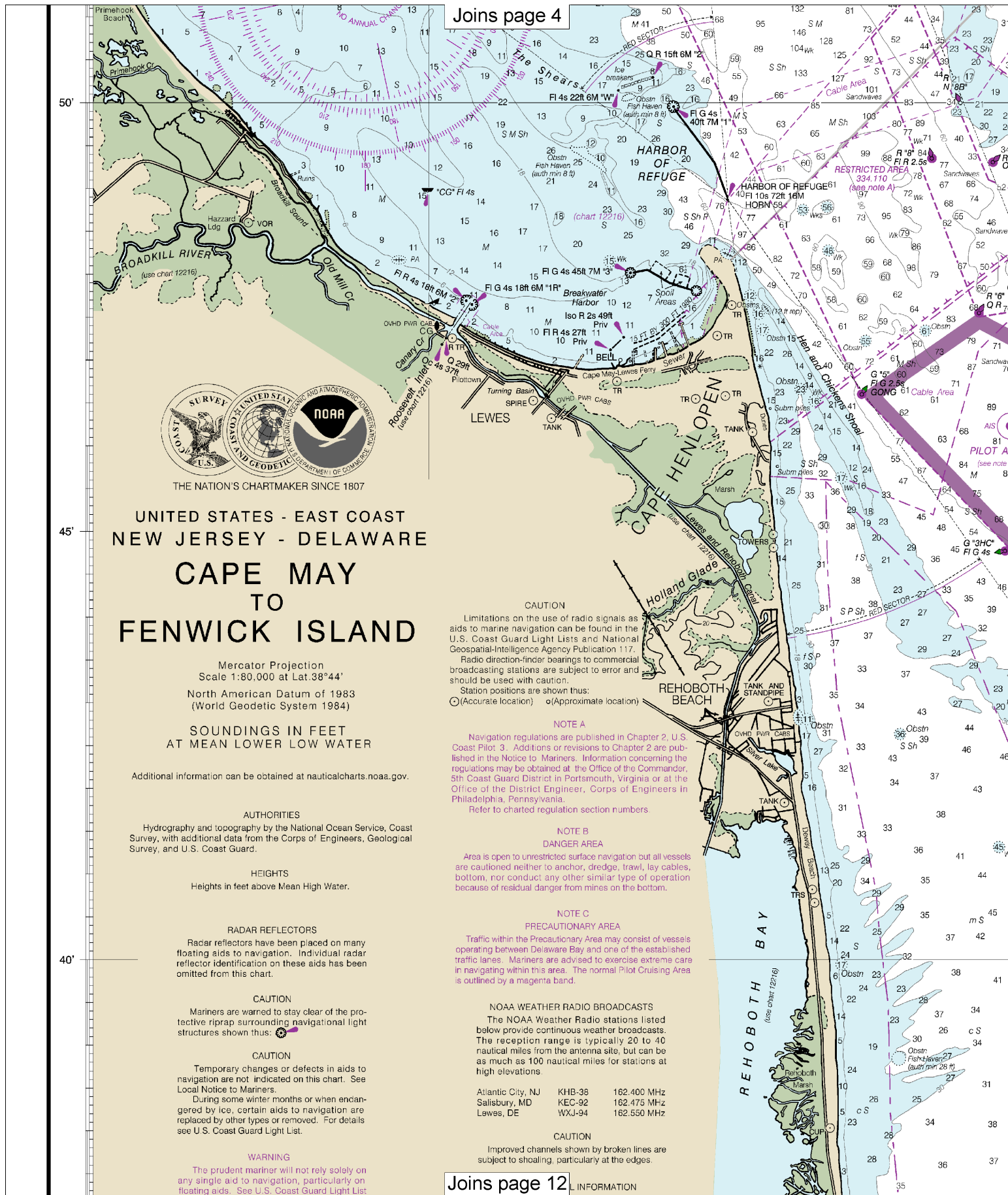


Reduced to datum of soundings (MLLW)		
Mean High Water	Mean Low Water	
Feet 5.0	Feet 0.2	

tide station. Real-time water levels:  
<http://tidesandcurrents.noaa.gov>

SCALE 1:80,000  
Nautical Miles





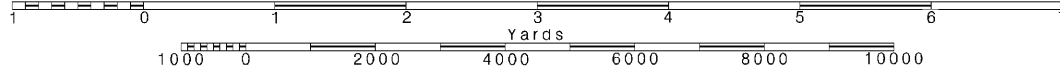
8

Note: Chart grid lines are aligned with true north.

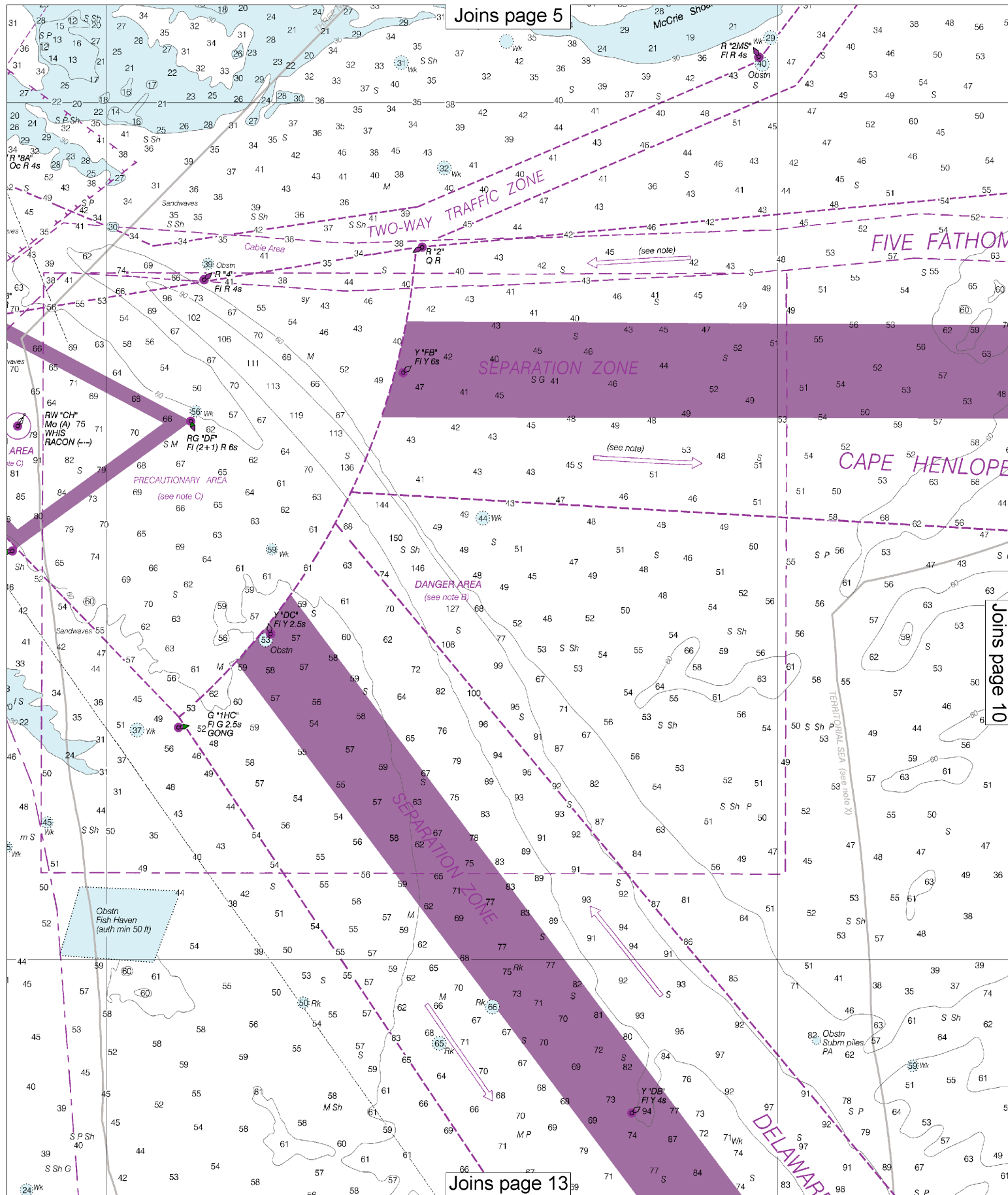
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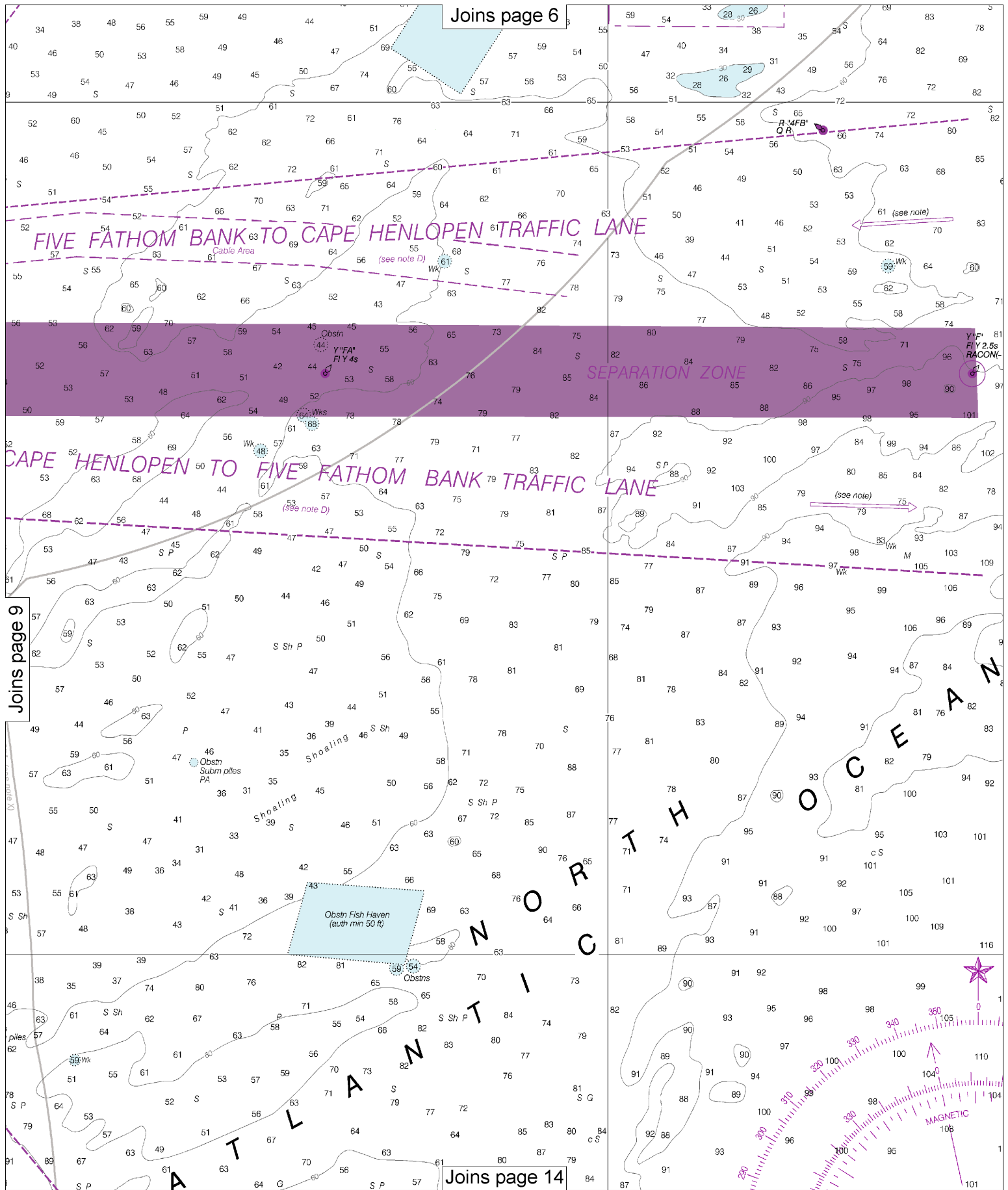
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



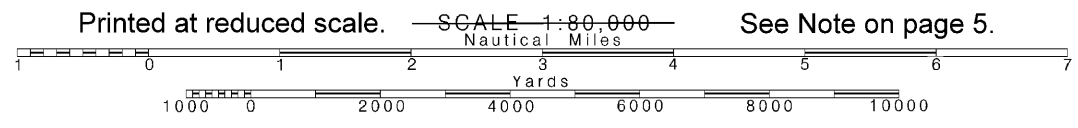






10

Note: Chart grid lines are aligned with true north.



Joins page 15

The controlling depth within the Five Fathom Bank to Cape Henlopen inbound traffic lane is 40 feet. The Marine Advisory Committee recommends that vessels with drafts of 35 feet or greater use the Delaware to Cape Henlopen inbound traffic lane.

The controlling depth within the Cape Henlopen to Five Fathom Bank outbound traffic lane is 43 feet.

114

123

CONTIGUOUS ZONE (see note xi)

134



Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## Joins page 8

Atlantic City, NJ KHB-38 162.400 MHz  
Salisbury, MD KEC-92 162.475 MHz  
Lewes, DE WXJ-94 162.550 MHz

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.404" northward and 1.359" eastward to agree with this chart.

#### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

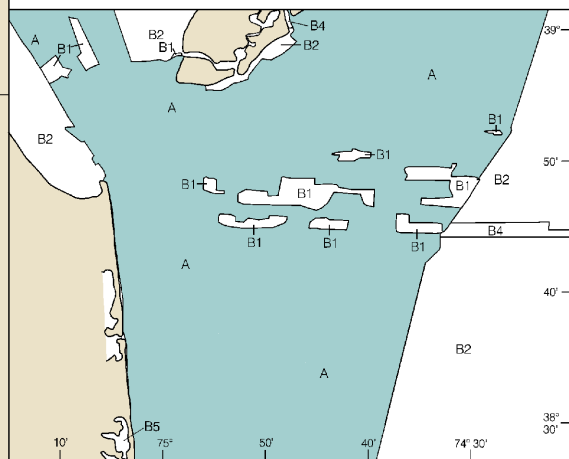


#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A	1990-2014	NOS Surveys	full bottom coverage
B1	1990-2013	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



#### FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ---  
Submerged piling may exist in these areas.

#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

49th Ed., Nov. 2010

# 12214

Last Correction: 6/16/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

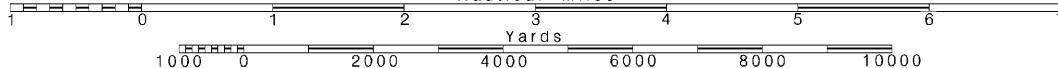
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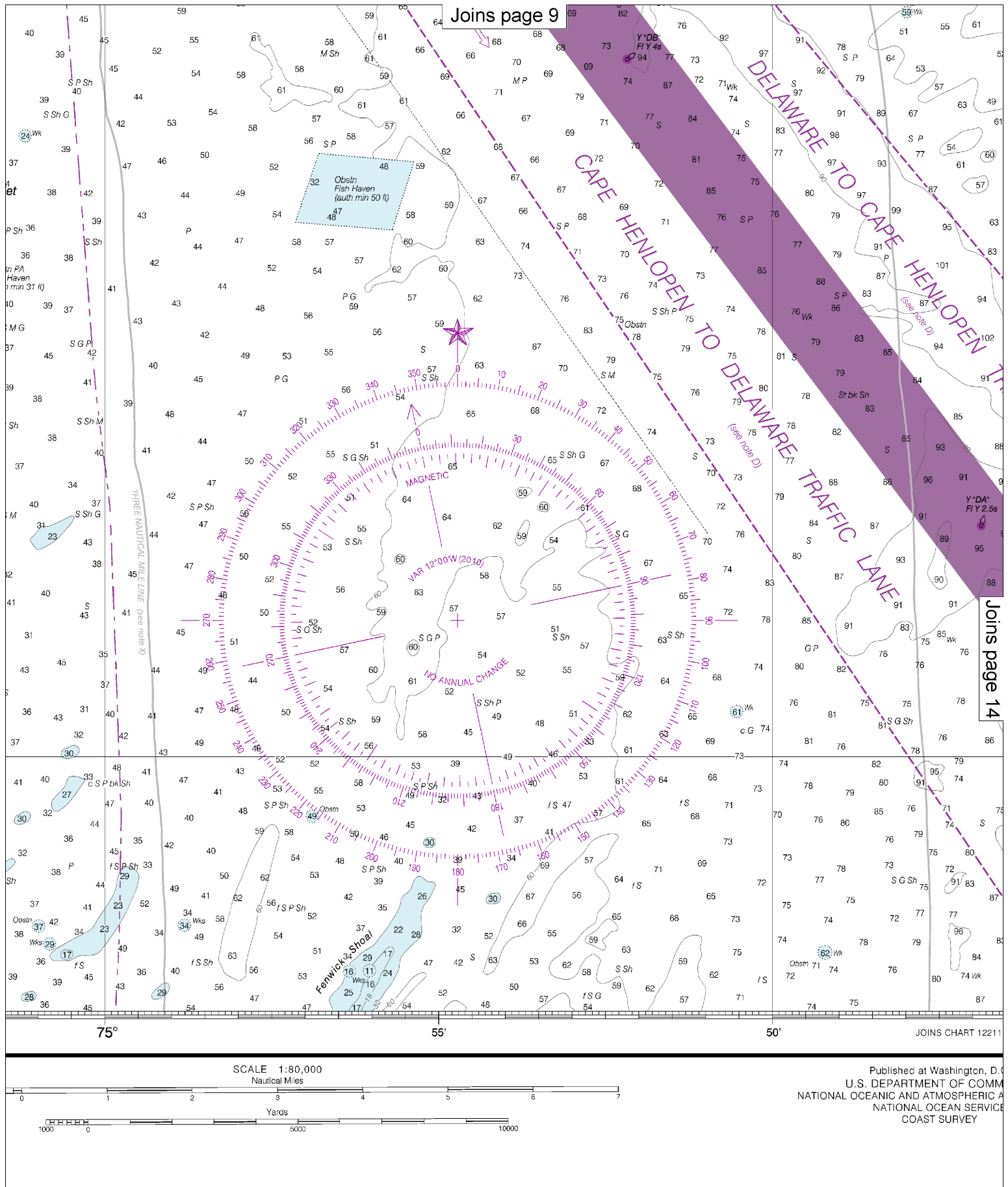
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





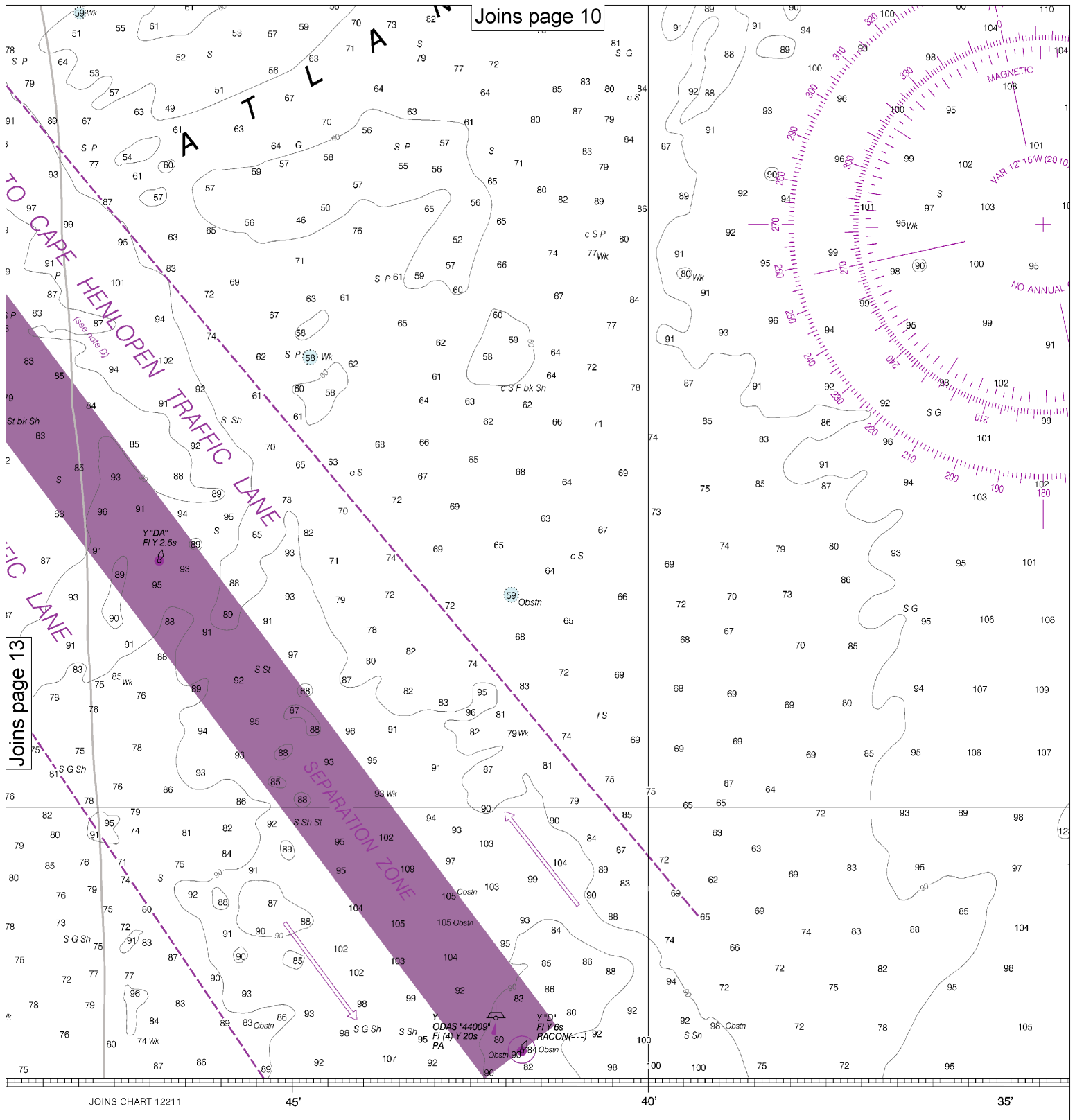
Joins page 9

Joins page 14

JOINS CHART 12211

SCALE 1:80,000  
Nautical Miles

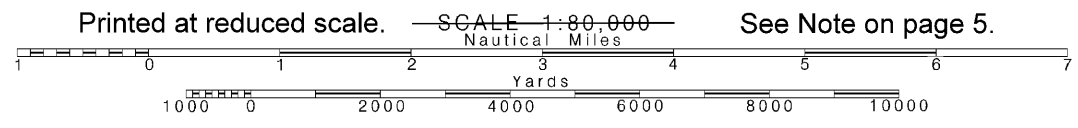
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



SOUNDINGS IN FEET

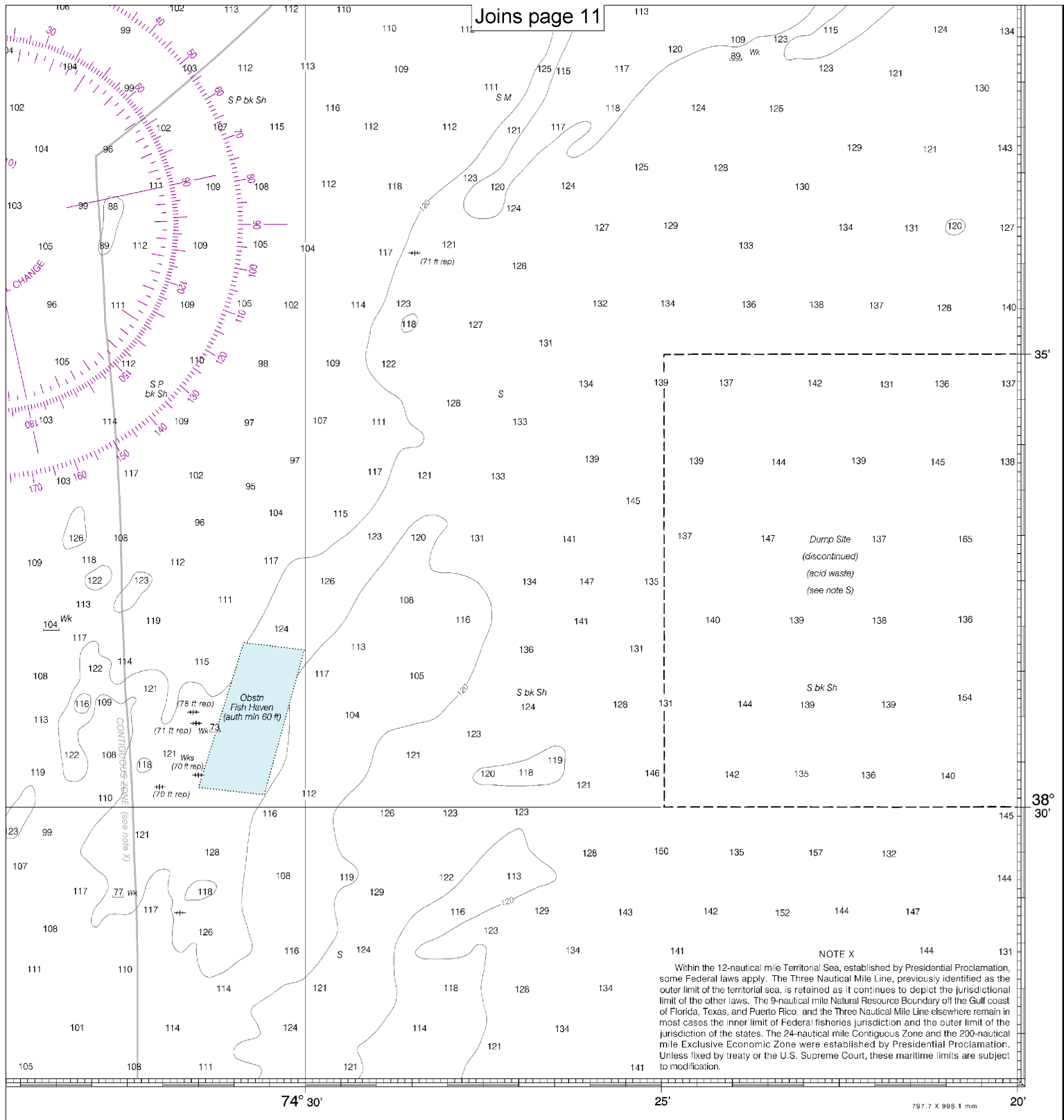
14

Note: Chart grid lines are aligned with true north.



See Note on page 5.





NOTE X  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape May to Fenwick Island  
SOUNDINGS IN FEET - SCALE 1:80,000

12214



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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